

CENTRAL INTELLIGENCE AGENCY

REPORT

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SUPPLEMENT TO
REPORT NO.

COUNTRY Poland, Gdynia

SUBJECT Comments on Gdynia Port Security/Commodity
Prices

PLACE
ACQUIRED

DATE
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DATE OF INFORMATION

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THIS IS UNEVALUATED INFORMATION

1.

2. The pilot was brought aboard at the harbor entrance and our vessel was brought alongside a dock and secured. Four stevedoring crews were standing by to discharge but before being allowed on board, USSR security police and soldiers conducted a complete and systematic search of the entire ship and personnel. During this search all the officers were separated from the crew and placed in various parts of the ship. Crew members were separated from each other and confined to their quarters and each crewman was further isolated from each other. All communication was prohibited, cabins and quarters were thoroughly searched to the extent of having carpets and rugs lifted from floors, bunks disarranged, bulkheads tapped, trunks and baggage opened and personal clothing searched. Every inch of the vessel and personnel was gone over minutely and the search lasted for five hours. During all this time the four stevedoring crews were standing by at ship's expense. Troops armed with machine guns were stationed fore and aft, and two at the gangway.

3. The cargo was discharged on a round-the-clock basis by all male crews of stevedores. All passports of the officers and crew were picked up and retained by boarding police. [redacted]

store in port and was amazed at the extremely low prices for which merchandise was offered out of bond.

the way looked on the extremely low prices of the commodities was
of their part of hand. For instance, on 10/10/1914, a British pound

SEE LAST PAGE FOR SUBJECT & AREA CODES

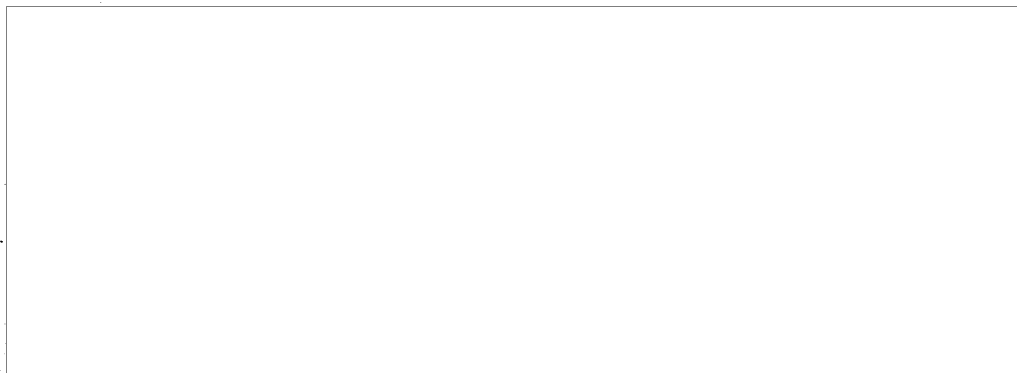
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4. There was no shipbuilding activities in evidence that I could see and no USSR naval craft in the harbor except for pilot vessels. USSR soldiers and police were noticeably in the background and most of the port and security activity was conducted under the supervision of Polish Communists. I got the impression that these Polish Communists were doing their best to be overly harsh in order to impress the USSR officers.
5. When our ship was ready to sail, the Communists conducted the same intensive and minute search they had conducted upon our arrival. This time it lasted about four hours. At the conclusion of the search the passports were returned to us and our vessel was given clearance. It certainly looked as though they didn't trust the pilot that came aboard. He was accompanied by two armed soldiers who remained on the bridge with the pilot at all times. After the vessel was clear of the harbor the pilot boat came alongside and the pilot was the first to leave the vessel and enter the pilot boat. He was followed immediately by the two armed soldiers. It was obvious that no chance was given for the pilot to try to leave Gdynia.
6. Loading operations were conducted satisfactorily and speedily but what galled us the most, and an official protest was made against it, was having four stevedoring crews standing by while a five hour search was made prior to the starting of unloading operations. The agent we complained to, I do not recall his name, informed us that this was one of the ways the port officials used to obtain extra money for dock workers and officials. We were led to believe that although the ship must pay for the waiting time the workers who are waiting do not actually get the money.

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